

The China Mail

ESTABLISHED 1845

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SONGKONG, THURSDAY, NOVEMBER 19, 1914

寅甲戌年三國民華中

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JAPAN AND THE SOUTH SEA
ISLANDS.

Courtesy of the Premier, on the 12th inst. publicly announced at a luncheon given at his official residence in leading members of the Seiyukai the intention of the Government to introduce next session the Bill for the formation of two Army Divisions in China. At the luncheon the Premier and his colleagues were subjected to a severe cross-fire from the guests who wanted explanations of various points. Eighteen members responded to the invitation, among these guests being Baron Takahashi, Mr. Sugita, Mr. Ooka, Mr. Uku and Mr. Yamamoto. The Government was represented by all the Ministers of State except Viscount Oka, Minister of Agriculture and Commerce; Mr. Wakatsuki, Minister of Finance; Chief-General Oka, Minister of War; and Vice-Admiral Yachiro, Minister of the Navy.

After referring to the present war in Europe and the situation at Tsingtao, the Premier assured his hearers that the Government was seriously considering various questions that might possibly arise between Japan and China as a sequel of the fall of Tsingtao, which is expected to take place about the middle of the month, or in the early part of next month at the latest. With regard to other diplomatic affairs, the Premier preferred to defer discussion to a more appropriate occasion.

Mr. Sugita, who was the first to open the questioning, asked the Foreign Minister if Japan consulted the British Government before sending an ultimatum to Germany.

Baron Takahashi replied in the negative. In sending the ultimatum Japan acted of her own free will, and was not coerced.

Mr. Sugita asked if Japan would negotiate or consult with the British Government in any steps she might propose taking in future.

This question elicited a negative reply from the Foreign Minister, who at the same time, expressed his regret that he could not disclose diplomatic secrets at such a meeting. He, however, desired those present to be at ease, as the Government was firmly resolved as to the disposal of the South Sea Islands and Tsingtao.

Baron Takahashi took exception to the attitude of the Foreign Minister, who, in his opinion, was too prone to keep the public in the dark as to the diplomatic policy of the Government. The speaker suggested that the Minister should take the public into his confidence more, following the example of the late Marquis Komura.

Baron Takahashi feared the policy of the present Foreign Minister would have the effect of leading the people into a belief that the Government was committing a series of blunders in diplomatic affairs.

Baron Kato expressed his appreciation of the kind advice, but denied that he was pursuing a secret policy, as alleged. In fact, he had on occasion made public the progress of diplomatic affairs. The Minister asked that those present should refrain from prying too much into diplomatic affairs.

While sympathizing with the Premier in his desire to exchange views with the Seiyukai members, Mr. Ooka could not understand the hostile tone always adopted by the Premier's organs toward the Party. He asked the Premier to see that greater care is exercised in this respect. Mr. Ooka then inquired if it was true that Japan gave an assurance to the U.S. Government that her occupation of the South Sea Islands was of a temporary nature, to which interrogation both the Premier and the Foreign Minister replied in the negative.

Mr. Ogawa also suggested that the present offered an unique opportunity for solving various outstanding questions between Japan and China.

The Premier expressed his agreement with Mr. Ogawa, but begged to be excused from making any statement in this connection.

After exchanging views on various minor topics, the party dispersed. — Japan Gazette.

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5 P.M. 'SUI AN.' 5 P.M. 'SUI AN.'

FRIDAY, 20th NOVEMBER.

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T. F. HOUGH.

Clerk of the Course.
Hongkong, 12th November, 1914. 1187

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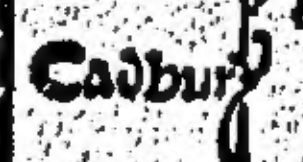
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requested to make immediate payment to
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2.00 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.30 p.m. Every 15 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.30 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
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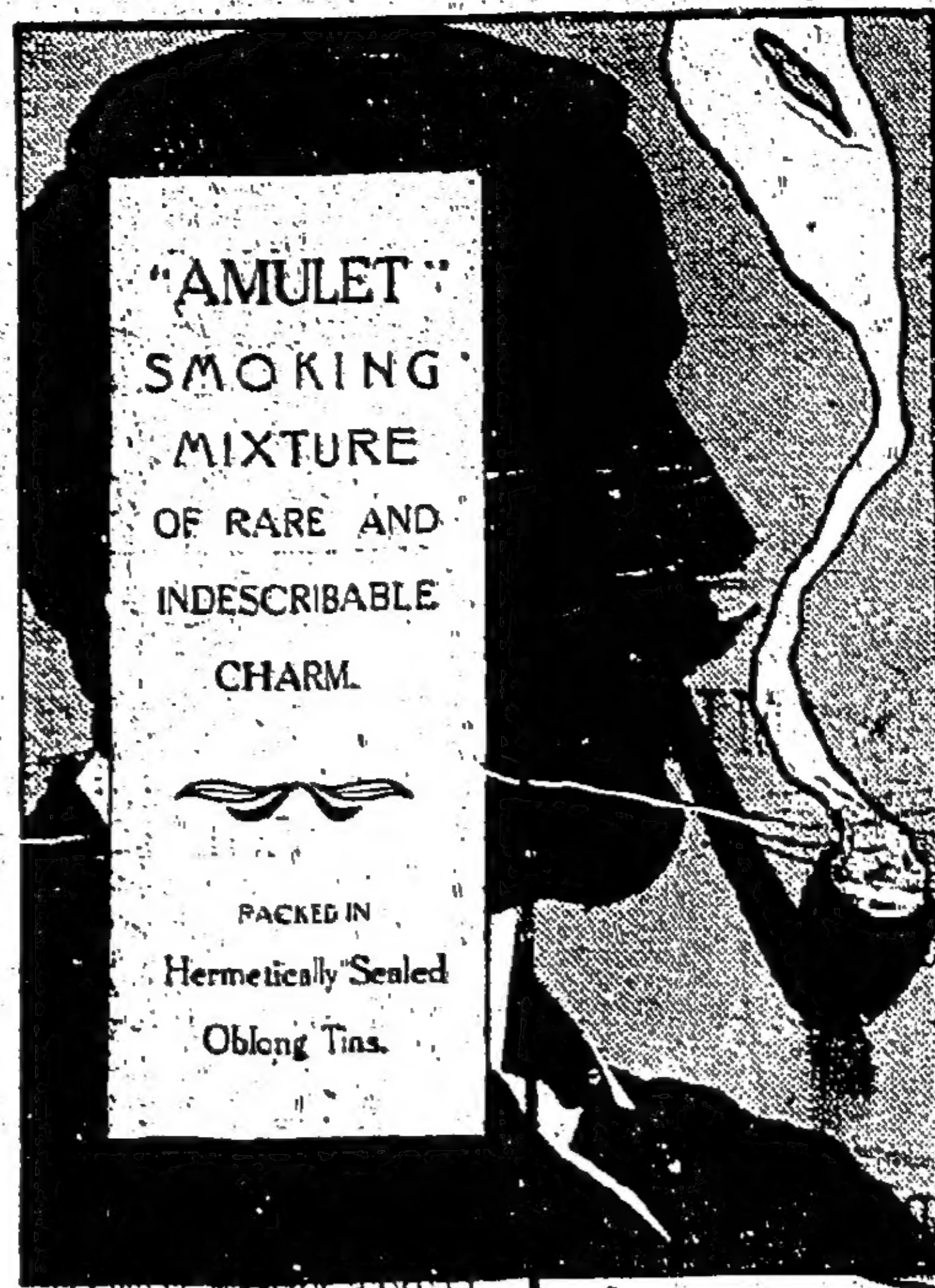
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JELICOE AND NELSON.

THE SPIRIT OF SACRIFICE.

(By Arnold White in "The Navy.")

COOL IN DANGER.

Nelson was a most puzzling man. Opposite qualities and characteristics were united in the one man. He was little in little things, and he was big in big things. Sir Alexander Hall said of him that he had seen him petulant in trifles and as cool and collected as a philosopher when surrounded by dangers in which men of common minds would have been flustered. "What a contrast," he said, "to see his animated and collected countenance in the heat of action."

BRITISH DEMEANOUR.

Britain is now in the heat of action. British demeanour in action is a mixture of humility with ambition; humility because forty-seven millions of people in these islands, three hundred and nineteen millions of people in India and fourteen millions of people in the Dominions beyond the Seas, are protected by child murder and woman assault by two hundred and thirty-two thousand men and boys who in the Grand Fleet are not ambitious to obtain German gold, German territory, or German pictures and works of art. Britain is ambitious to destroy the Potsdam military caste for all time. Lieutenant von Fowster who struck the hunchback cobler with his sabre as Zuberi is the type of officer of "blonde beast" who has secured the destruction of Germany's Navy and Germany's Army.

THE SPIRIT OF NELSON.

The German Navy admires the British Navy. To the best of his ability Admiral Von Tirpitz has copied the material side of the Royal Navy. What the Germans have not copied, is the spirit of Nelson. Lord Fisher of Kilwarden has said—

"A great French Admiral has written, 'La gloire de Nelson est d'avoir compris notre faiblesse.' Yes, that's just it. Nelson knew when to be rash and how to be rash; he studied his enemy. Commenting on this supposed rashness the famous admiral said to George the Third, 'Sir, that Commodore Nelson of yours is mad!' 'Mad is he?' replied the King, 'I wish to heaven he would bite some of my admirals!'"

Nelson was not only a great man, he was a good man. Read this his last day on earth—

"Soon after daylight Nelson came upon deck. The 21st of October was a festival in his family, because on that day his uncle, Captain Sudding, in the *Prudent*, with two other line-of-battle ships, had beaten off a French squadron of four sail of the line and three frigates. Nelson, with that sort of superstition from which few persons are entirely exempt, had more than once expressed his persuasion that this was to be the day of his battle, also, and he was well pleased at seeing his prediction about to be verified. The wind was now from the west-light breeze, with a long heavy swell. Signal was made to bear down upon the enemy in two lines, and the fleet set all sail. Collingwood, in the *Royal Sovereign*, led the van line of thirteen ships; the *Victory* led the further line of fourteen. Having seen that all was as it should be, Nelson retired to his cabin and wrote the following prayer—

"May the great God Whom I worship grant to my country, and for the benefit of Europe in general, a great and glorious victory; and may no misadventure in any one trench it, and may humanity after victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him that made me, and may His blessing light on my endeavours for serving my country faithfully. To Him I resign myself, and the just cause which is entrusted to me to defend. Amen, Amen, Amen."

country faithfully. To Him I resign myself, and the just cause which is entrusted to me to defend. Amen, Amen, Amen."

"Will Heaven be denied him" who thus died in battle for his country and made this great prayer?

"If the chariot and the horses of fire had been vouchsafed for Nelson's translation, he could scarcely have departed in a higher blaze of glory."

"Truella coecus."

SIR JOHN JELICOE.

Jelicoe, like Nelson, is not only a great man, but a good man. Not only does he carry on his shoulders the burden of the English Fleet and gunnery, but he is worthy of that which, as Bacon says—

"May be ranked amongst the greatest, which happeneth rarely: That is, of such as sacrifice themselves, to Death or Danger, for the good of their Country."

A HAPPY WARLORD.

Jelicoe, in the phrase of Wordsworth, is a "Happy Warrior."—Nelson was the ideal of courage and tenderness, of patriotism, of devotion. So also is Jelicoe, and the band of Brothers who are his captains. Nelson had a dauntless and heroic spirit, but a sad unsatisfied heart. Jelicoe was raised to the pinnacle of naval ambition by the brilliant vote of the Grand Fleet. It is therefore legitimate to hope that his heart is neither sad nor unsatisfied. Jelicoe is like the "Happy Warrior."

"What his endeavours are an inward light."

JELICOE'S ACHIEVEMENT.

But for Jelicoe, news would have been received before now of the annihilation of our Mediterranean Fleet. Germany would have made herself Mistress of Malta. Malta has always been held by the Mistress of the Seas. But for Jelicoe Germany would have compelled Italy to declare war on England. But for Jelicoe Germany, Austria, and Italy would have conveyed Turkish, German, Austrian, and Italian troops to Egypt. Communications with India would have been cut. The Eastern broadside would have been blocked. The Suez Canal would have been seized. Gibraltar would have been invested, and British power in the Far East, Middle East, and Near East would have been totally eliminated.

REPEATING THE LESSONS.

In the grey waters of the North Sea Jelicoe is repeating the lessons which Nelson taught to the Navies of the world in his long vigil in the Gulf of Lyons. Jelicoe is not blockading the German Fleet in the sense of shutting up the naval ports of our enemy. Jelicoe, like Nelson, is watching day and night, praying that the enemy may come out. The fate of freedom and of England will be settled in one crucial moment—when the two great Hosts

COUGHING INTO
CONSUMPTION

"Only a Cough," but you stop it, while it is ONLY a cough!

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS.

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Fleets meet. When the life and death struggle begins, the best Admiral will win. Defeat of a battle fleet, unlike defeat of an army corps, is irreparable, irremediable, eternal.

DISCIPLINE.

Numbers do not constitute efficiency. Conscience of a just cause, training and practice, smart handling, obedient, unpolitical captains, gunnery, efficiency, and, above all, discipline, discipline, discipline—these are the things that mean efficiency. An efficient small Fleet under Nelson or under Jelicoe will always beat a half-trained huge Fleet under Villeneuve or von Tirpitz.

THE LINK COMPLETE.

The link between Nelson and Jelicoe is complete. The strategic principles, the ultimate objects in view and the ideas which inspire the Fleet to-day are the same ideas, the same objects and the same principles which inspired the wooden Fleet of Nelson. The silent force of sea-power is being exerted on Germany today with the same result as when it was exerted on the France of 1805.

GOOD GENIUS.

Napoleon was crushed by the pressure of the naval stratagem which to-day encircles the limbs of German trade. Refreshment and recovery of strength are denied to Germany. The nation stricken by the Emperor Wilhelm in northern waters having frightened neutral shipping from Dutch waters. They assist the British Navy in its work of bringing the Hohenzollern "on the knee." Economic pressure and good gunnery in the British Fleet carried Napoleon to St. Helena. As to the gunnery tactics of Nelson's day, they differ in no respect from the gunnery tactics of Sir John Jelicoe. Nelson wrote: "I hope we shall be able as usual to get so close to our enemies that our shot cannot miss them." What more could be said by the great gunnery expert who commands the Grand Fleet?

JAPAN'S LITTLE WAR.

Russian Comment.

PETERSBURG, Oct. 12.

Professor A. S. Rudakov, the learned director of the Oriental Institute at Vladivostok, contributes to the *Peterburg Post* the following article headed "Germany and Japan."

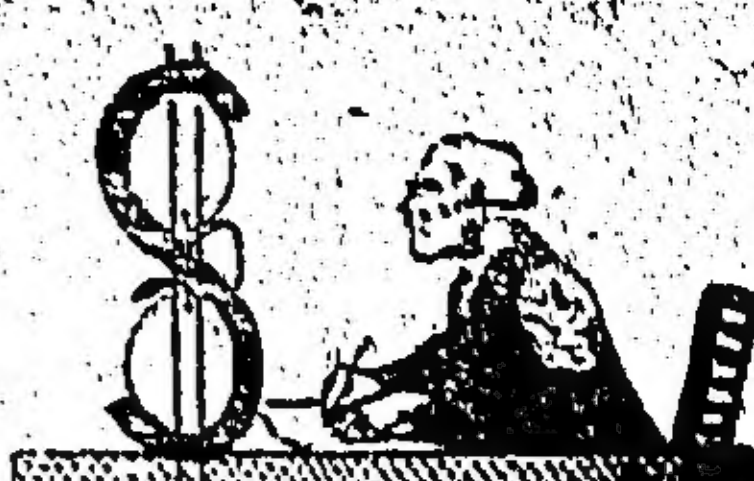
"Japan's declaration of war on Germany produced upon people not only in Russia but in Western Europe an impression as of something strange. But persons more familiar with Japan and her relations with Germany estimate the fact of her declaration of war very seriously."

"Japan for the last few decades has passed through big events of her historical life. The continually growing population, which has become congested on the islands of the Japanese archipelago, has compelled the Government of the Mikado to search for new lands. With the obstinacy and method peculiar to the Japanese they are beginning to acquire territory—the island of Formosa, the southern part of Saghalien, etc. This is without. Within, however, Japan has become a land of intense capitalism; entire factory towns have sprung up, for example Osaka. For her goods a market was necessary, and such a market, with colossal purchasing capacity, is situated right at her doors: it is China. But in China Japanese goods encountered serious competition on the part of Germany. Of course, both France and England are to a certain degree competitors of Japan on the Chinese market, but only in several special provinces, whereas Germany constitutes a universal competitor for Japan. Therefore the commercial part of Tsingtau, seized by the Germans in China, was a constant German menace to Japan."

"The Japanese will understand that the fall of Tsingtau will be the fall also of the German Mariner sailing hand in hand with Mars. The victorious cannonade of Japanese guns from the forts of Tsingtau will be the funeral salute for German trade in China."

"The English and French also have cause of grief in this. Eastward, Eastward, Eastward, France, Typhoon, in India, China, Batavia, repeat, for Japan the question is not the destruction in China of European trade generally, but only of German influence. Germany does not restrict herself in China merely to an economic mission. German trade and commercial travellers, commercial agents and middlemen in China, were simultaneously political agents of Kaiserreich, whereas the English and French merchants had nothing whatever to do with politics. It is this political activity that Japan herself is trying her utmost to obtain as much influence as possible in China. The Chinese are annually despatching to Japan thousands of young men to study science, and thus on returning to China of course come forward in the role of warm Japanophiles. Japanese settlements are scattered all over China. One of the most important railways of China, the Peking-Hankow line—is a fact in the hands of Japan. (Thus a collision between Japan and Germany was inevitable. It had ripened long ago, and was recognized by the statesmen of Japan, but the moment for the collision was postponed till a more convenient time. The Japanese, are patients and know how to wait. But a great occasion gave them an opportunity to realize their time-honoured dream earlier than they had proposed. We see the same system in the manner of conducting the siege of Tsingtau. The Japanese besieged the city. 'It would be imprudent to surrender under the forts of Tsingtau: some tens of thousands of men, because this sacrifice is wholly futile. Tsingtau sooner or later will fall, and without this sacrifice.' As regards the relations between Japan and Russia, immediately after the Korean war, Japan had a tendency to a permanent alliance with Russia to strengthen its position in Japan. The Japanese well understood that they obtained their victory over Russia quite accidentally, and highly valued the might and power of the 'whirlwind' of the Japanese. Of course, separate voices made themselves heard in favour of a rapprochement with Germany, but the Russo-Japanese tendency triumphed. In this manner all the vital interests of Japan make her a faithful friend to the Triple Entente."

IF you happen to be late your meals will be Contracted, and Excessively added, use the "Sole" Only at the ALEXANDRA CAFE.



THE DOLLAR MARK

never obscures our idea of eyeglasses service—the first consideration here is perfect satisfaction in glasses and our patrons never find reason to complain of our charge.

We use every scientific method of value in testing the sight.

FOR ALL EYE TROUBLES CONSULT US.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLOCK, CHATER RD.
HONGKONG.

Hongkong, May 25, 1914.

INTIMATIONS

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Apply "FOAM."

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NOTICE.

We, the Undersigned, have purchased all the Goods of Messrs. ABDULLA & SONS, dealing in drapery business at No. 59, Hollywood Road, and will pay for same on the 20th instant.

We do not hold ourselves responsible for any liabilities incurred by the said Messrs. ABDULLA & SONS.

SING LOONG Co.

Hongkong, November 16, 1914. 1219

NOTICE.

W. & A. GILBEY'S WINES & SPIRITS.

A. S. WATSON & Co. Limited have been appointed AGENTS for Messrs. W. & A. Gilbey's Wines and Spirits.

A. S. WATSON & Co. Ltd.

Hongkong, Oct. 22, 1914. 1114

YEW LEE & Co.

Ah Cheong and L. Hansen.

STEVEDORES, SHIP-CHANDLERS, CORRADOES and COAL MERCHANTS.

15, Lai Yuen Street, West.

Telephone No. 1230.

Hongkong, Oct. 29, 1914. 1145

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JAPANESE MAKERS.

Every kind of Footwear.



CHERRY & CO.

PEDDER STREET.

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE ALEXANDRA CAFE cannot be beaten. It is equalled. For Superb Food, Confectionery, Meals with Wine & Liquors.

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT,
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(for account of the concerned),

FRIDAY,

the 20th November, 1914, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A LARGE QUANTITY OF

WINE, SPIRITS, LIQUEURS, &c.

Consisting of:
Hook, Claret, Champagne, D. O. M.,
Bolsa, Haig, Haig Whisky, Amontillado
Sherry, and a number of Bottles of Amer
Picon, Angostura Bitters and Liqueurs.

Also
A few Lots of CIGARS.

N.B.—Special attention is called to the
Hook and Claret.

On view from Thursday afternoon.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 14, 1914. 1202

PUBLIC AUCTION.

THE Undersigned have received instructions from Col. HENCKS, to sell by Public Auction,

FRIDAY,

the 20th November, 1914, at 2.45 p.m.,
at No. 4, Ormsby Villas, Kowloon.

VALUABLE HOUSEHOLD

FURNITURE,
Comprising:—

Large Brass Bedstead with Mattresses,
etc., Oakwood Bookcases, Wardrobes,
Chests-of-drawers, Camp Beds, etc., etc.,
and One Large Embezzled Bath.

The Above Furniture is Practically New,
on view day of sale.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 14, 1914. 1207

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(for account of the concerned),

SATURDAY,

the 21st November, 1914, commencing at
11 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF CIGARS,

Comprising:—

Reina Victoria, London, High Life,
Perfection, Princesses, etc., etc.

To be sold in small lots.

Also
Several boxes of Fochow Tea in boxes
of 5 lbs.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 17, 1914. 1211

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

SATURDAY,

the 21st November, 1914, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.

As follows:—

TEAKWOOD, &c.—Drawing Room
Sofas, One Bedroom Suite and Dining
Room Furniture, Arm-chairs and Sofas,
Carpets and Rugs, New Brass and Brass-
mounted Bedsteads, Toilet Tables, Ward-
robes, Washstands, &c., Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., etc., Dinner and Dessert
Services, Crockery, Glass and E.P. Ware,
Cooking Stoves, (New), Cutlery, Kitchen
Utensils, Brass Fenders, etc., etc.

Also
Three Pianos, Bedside, Electric Reading
Lamps, &c., &c., Marble Clock, Two Iron
Safes, &c., etc., Lace Curtains and 2
Type-writers.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, November 14, 1914. 1218

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
on

TUESDAY,

the 24th November, 1914, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.

As follows:—

TEAKWOOD.—Drawing Room Suites,
One Bedroom Suite, Dining Room
Furniture, Arm-chairs and Sofas,
Carpets and Rugs, Brass and Brass-
mounted Bedsteads, Toilet Tables, Ward-
robes, Washstands, &c., Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., etc., Dinner and Dessert
Services, Crockery, Glass and E.P. Ware,
Cooking Stoves, Cutlery, etc., etc.

Also
Three Pianos by Rosenkrantz in good
condition, One Piano by Hall & Field,
London, One Piano by Wood & Co.,
Glasgow, One Piano by Pleyel, Marieje
Clocks, several Iron Safes, etc., etc.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Nov. 18, 1914. 1214

FAILURE OF GERMAN

NAVAL STRATEGY.

WHY "A WAITING GAME" ? FUNK

"OR WHAT?"

By Marine Frontiers in "The
Navy."

MR. MACKENZIE:

Up to the moment of writing (Sep-
tember 21st) the German High Sea
Fleet has not attempted any offensive
operations against the British Fleet.
This inactivity may be regarded as a
tacit admission of temporary inferiority
which can be terminated by some cir-
cumstances that will materially de-
grade that inferiority, so that the German
Fleet can accept battle with greater
chances of success. In other words,
like Mr. Mackenzie, they may be waiting
for "something" to turn up. "What
that something" is we can only guess.
If the above argument is admissible we
can regard the circumstances that might
terminate this inactivity as belonging to
two classes, viz., "interior" and
"exterior events."

"Interior events" may be said to com-
prise those over which the Germans can
exercise direct control, irrespective of
the operations of the campaign and
the movements of the fleet opposed to
the German Navy.

"Exterior events" may be said to com-
prise those over which the Germans have
no direct control, but which may be
said to be of great importance to the
German Navy.

The chief "interior event" which the
Germans have been said to be waiting
is that of reinforcements. This does
appear very probable superficially, but
it is doubtful whether the Germans ex-
pect to gain materially by the rapid
completion of the warships under con-
struction at the time war broke out. It
would not be advisable to state the
exact degree of completion to which
various British warships were advanced
in July, but we can reach every ship
the Germans can complete by the New
Year with one of greater fighting power
and can also add battleships armed
with 15 inch guns to our fighting line
long before the Germans can do so.
Even if the ships building in Germany
for foreign contracts are taken over by
the German Navy cannot hope to materially
gain. There is only one battleship, the
Grosser Kreuzer, and she was to have been
armed by the American Bethlehem
firm. If she is to be taken over Krupp
must manufacture her guns, so that
many months must elapse before her
completion. The other foreign ships
building in Germany were two "light
cruisers" for Russia of the Muraviev
Anskiy type, two Argentine destroyers
of the Santa Fe class and one or two
submarines. The addition of these ships
to the German Navy would not material-
ly affect the balance of numerical power.
Irrespective of actual additions, the Ger-
mans may be attempting to improve the
equipment of their existing ships. If
such is the case, they can gain nothing,
since we have also done this. Of course
examples cannot be quoted, but the ex-
peditions manner in which some im-
portant alterations were carried out
recently to a class of battleships fully
merited the appreciation expressed by
the Admiralty.

HERMAN BRENDENBURG.

It has been generally assumed that
any reinforcements added to the Ger-
man Fleet would be for use against our
Fleet. Every description of the British
Fleet which has appeared so far has
assumed that the Russians have no
 Dreadnoughts in service. As a matter
of fact, the Gangut and Petropavlovsk
were powered as a Boyard held, during
June last when the French President
visited Russia. They were then reported
as "ready to commission." The addition
of these two powerful ships to the
Russian Fleet would materially alter
the balance of power in the Baltic.
Consequently, if the Germans detect
of Fleet to contain the Russian
squadron, it may have to include ships
that can match these "new" Russian
Dreadnoughts, so that the new German
ships may replace others transferred to
the Baltic.

HUGHES & HOUGH,
Auctioneers.

Hongkong, November 14, 1914. 1218

"DANNING" LITERATURE.

The second "interior event" may be
said to be a new series of operations
being prepared on account of the inadequacy
of the existing plans to meet actual
circumstances. Considering the reputa-
tion of the German War Staff for pre-
paring plans to meet every possible
contingency, this may seem very im-
probable. For many years, the Flying
Squadrons of Flottillen leaders
(questioned by the indubitable) have
declared that we should lose part
of our numerical superiority at the very
beginning of the war by massed attacks
of destroyers. This has been repeated
with such "dramatic iteration" that
it has almost become an article of faith.
Every "future war year" of recent
date embodies the "Port Arthur" of
some of our ships. After this stroke,
the German Fleet was to engage ours on
equal terms. Unfortunately, the Ad-
miralty did not base its childlike
simplicity on the fact that the Flottillen
simplicity was "produced" by the Ger-
mans to play the game as "made in
Germany," and the Grand Fleet van-
ished a week before the declaration of war.
If the German naval campaign did re-
semble that on land, they must have
counted on some shattering blow in the
West against our Fleet and the subse-
quent transferring of activities to the
Baltic. But the attempts both on land
and sea have miscarried and the Ger-
man forces have still to fight on two
frontiers and two seas. Germany does
possess the great advantage of a rapid
line of internal communication through
the Kiel Canal, but so long as the Rus-
sian Fleet exists, it must be "con-
tained" by the French Navy, which
they can hardly hope for any subdi-
vision of our forces—a factor upon which
they relied in the past when making
their calculations. They assumed that
we should only be able to employ a part
of our Fleet against the whole of their
Navy. The actual outcome of events
has nullified this hypothesis, which
was one of the postulates of the Ger-
man Navy Law.

THE ONLY OTHER "interior event"
upon which the Germans may count is
the actual moral effect caused by the
constant watch upon their Fleet and
events. Since the "Austrian Fleet" is
"contained" by the French Navy, they
can hardly hope for any subdi-
vision of our forces—a factor upon which
they relied in the past when making
their calculations. They assumed that
we should only be able to employ a part
of our Fleet against the whole of their
Navy. The actual outcome of events
has nullified this hypothesis, which
was one of the postulates of the Ger-
man Navy Law.

KEEP ALERT, AND REMEMBER TRAVELLING.

There does not seem any immediate
cause down which the German Navy
can expect such advantage as may turn
the chances of war decisively in their
favour. It would, however, be a col-
ossal mistake to under-estimate the en-
ergy of our opponents. They can only
win the longest persistence with
which they have produced one of the
most efficient and powerful Navies in
history to challenge our supremacy.
The weapon they have so patiently
forged against us is not one that may
be vainly resisted. There does not
seem to be any circumstances that can
be foreseen which would render the
German Fleet a still more formidable
opponent. A passive defence is, no
doubt, the best policy the German
Fleet can pursue for the present. We
can only remain on the alert and re-
member that these weary blockades of
"a Hundred and War time" culminated
finally in the victory of Trafalgar.

LACK OF INITIATIVE.

The Fundamental Cause of the
German Failure.

BY COLONEL P. N. WARD, C.B.

All sense of co-ordination of effort seems
to have deserted the German Staff. They
continue their incessant local attacks with
forces which could achieve no permanent
result even if they succeeded in piercing
for a moment their adversaries' lines.
They surround such a screen as that by
which they are at present surrounded would
need the concentrated efforts of a last ten
thousand men, say 400,000 men on a front
of not less than twenty miles, and no such
concentration has been made, nor would it
be possible to make it now, even if a leader
capable of handling such masses existed
amongst them. The resources necessary
for such efforts have long since been
squandered.

Even in the attacks they have made they
have shown no originality whatever. Surely
the tremendous punishment they have re-
ceived at our hands again and again must
have revealed something wanting in the
practice of the theory of attack which all of
us alike—French, Russian, Japanese, and
British—accept as the basis of our war
tactics. We all copied the fundamental
idea from them. How is it, then, that we
have, under somewhat similar conditions,
all of us succeeded where the Germans con-
tinue to fail?

"THE LETTER THAT KILLS."

The fundamental cause of failure really
lies in the mentality of the German officer;
indeed, in that of the whole people. Every
German military man of any rank has
warped his reason and people against the
tendency to sacrifice the spirit to the letter
of their orders. Intellectually, all have
accepted the warning, and for some years
after 1871 until, in fact, about 1896, the
staff did its utmost to encourage and
cultivate initiative in all ranks.

After about that date the tendency
began to lapse—as Beyerle pointed out
in his "Jena or Sedan?"—and now that
the army is hired and driven back on the
inherited instincts, it is working out very
badly, and not according to the spirit of
their own regulations. Even the men in
the ranks have thrown back on their
ancestry, and are speaking of their conduct
on the battlefield only for instead of
using the bayonet when they get the
chance, they are swinging their rifles round
the primary salute.

It is a very curious instance of "brevity"
and has often been noticed in the German
army before. Thus, in the Napoleonic
era, when they were really fighting for
their lives, they almost invariably charged
their muskets and at Durnitz in 1804, when
the Guard Corps stormed the Danzig
entrenchments, they used the butt end of
their rifles, so many weapons had been
broken at the weak point just behind the
bayonet.

THE POINT OF THE WORD.

The French, on the other hand, and
indeed all men in which the Latin spirit
is strong, instinctively use the point.

THE POINT OF THE WORD.

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The World's Favourite Hair Oil.

For beautifying and increasing the growth of the
hair, for preventing its falling off, for restoring it to
its natural colour, for making it shiny, pliant and
lustrous, and for keeping it cool and refreshing,
no other hair oil can approach it in
effect. It has, besides, the most delicate and
charming perfume.

TEST IT FREE.

A sample phial will be sent free of
charge to all who write for it.

Can be had from all Universal Providers and
other principal dealers in the Colony or from the
sole agent Choo Choo Wan, No. 8, Yee Wo
street, Hongkong.

Sole Proprietors:—
KAMINIA PERFUMERY COMPANY,
Bombay, India.

For my own part I am inclined to
attribute many of the German attacks
to too much that uniform. It
will have been noticed in all the officers'
and officers' letters from the front that
whereas the Prussians were very hard to
see at a distance, they were always good
targets in their "tush."

But this can be both ways, and did not
save them at all, for our men have
uniformly held their fire till they could not
see them, and have always killed quite
enough to stop them, whereas, the nearer
they got to our rifle muzzles the further
they were from their supporting artillery,
and consequently the more vulnerable.

The gun therefore on whose support
depends had to withhold that support
exactly at the critical moment for fear of
hitting their own men—for even German
cavalry men will not stand being shot at
from both sides simultaneously; and this
artillery support once withdrawn, our own
men were able to show their heads and
take deliberate aim.

THE POINT OF THE WORD.

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CHEMISTS, DRUGGISTS & PERFUMERS,
BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

**WATSON'S
EFFERVESCENT LIVER SALT.**

This Valuable Preparation speedily relieves Biliaryness, Biliousness, Stomachic and all derangements of the Stomach. It purifies the Blood by imparting the natural saline elements necessary to a healthy and vigorous condition.

**WATSON'S
CELEBRATED**

GOLD CURE TABLETS.

Give immediate relief and a speedy cure. Invaluable for Cold in the head, Influenza and Neuralgia.

WM. POWELL LTD.

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FELT & STRAW HATS

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PERFECT FITTING

SEE WINDOWS

Wm. Powell, Ltd.

SOLE AGENTS FOR

GLYN'S SPECIALITIES.

THE DIARY.

MEMO. FOR TO-MORROW.

List for Subscription Circulars closes.

General Memoranda.

SATURDAY, November 21.

Royal H.K. Yacht Club's Opening Cruise.

Noon.—Extraordinary Meeting of the Hongkong Jockey Club.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

SUNDAY, November 22.

Field Day for H.K.V. Riflemen. 8 a.m.—Excursion to Macau.

TUESDAY, November 24.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

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the elimination of error whose convulsion may amount to something like 60 ft. at 6000 ft. altitude—i.e., an angular magnitude represented roughly by the apparent diameter of the sun or moon.

It would therefore appear that Great Britain and France, in adopting the aeroplane in preference to the large "sausage-like structure" in which the Germans place so much reliance, and upon which they hope to commit barbarities in France and England, have once again "gone one better" than the arrogant Prussian.

NEWS OF THE DAY.

LOCAL AND GENERAL.

"War News" items will be found on page 8 of this issue.

Vicente Sotto is serving his sentence of six months, as a second class prisoner in Bilibid gaul, Manila.

Iron Box of Hongkong is again matched at Manila against Eddie Duarte, their former bout having been a draw.

Mr. Nemeza, merchant, 3 Conduit Road, has had stolen from his room a wrist watch valued at \$18 and \$3 in cash.

The forty-eighth list of subscriptions to the Prince of Wales's Fund includes the following donation: Jardine, Matheson, and Co.'s staff at Yokohama, \$100.

The sinking of the five steamers of the line by the British was posted in Lloyd's several days before the naval censor passed the news for publication.

At Tientsin on the 12th instant an accident occurred while removing baggage from the German train. Ten people were killed and sixty-seven wounded.

The Police yesterday sent to the Dogs Home a dog found straying without a muzzle or collar. Another stray chow dog was shot and the carcass removed to the crematorium.

At the Magistrate's office this afternoon, Mr. Wood discharged the three Chinese junk people charged at the instance of the Pacific Mail S.S. Co. with stealing portions of a certain cargo on the ground that the evidence was inconclusive.

No. 1, 2 and 3 Companies H.K.V.R. will parade on the Cricket Ground on Friday the 27th inst. at 5.15 p.m. Dress: Drill Order. N.C.O.s will parade on the Cricket Ground on Tuesday the 24th inst. at 5.15 p.m. Recruit Parades as ordered.

Bands of Chinese brigades are giving much trouble to the French authorities in Indo-China. Several attacks have been made on villages over the French frontier, and a number of natives have been arrested in the towns with seditious publications in possession.

Mr. Hazeldine, who for some months past, has been acting as Police Judge at the Supreme Court, today resumed his office as First Magistrate. Mr. Wood again sits in the Second Court, Mr. Melbourne having been appointed Registrar at the Supreme Court.

Members of the Church Missionary Society in South China are meeting this week in conference, the work in Peking, Canton, Lienshow, and Nanning being represented. Yesterday, at the invitation of the Bishop of Victoria, a "Quiet Day" was held at St. Paul's for clergy and missionaries.

Inspector of Guards charged a Chinese before Mr. Hazeldine at the Magistracy today with the theft of a military blanket which was missing from the Steam Laundry, Yau-mai, since last September. Simultaneously a pawnbroker was charged with receiving the blanket. Mr. Shenton defended, and the cases were adjourned for a week.

A European named Andrew Li yu has been sent to the Government Civil Hospital suffering from injuries sustained in falling from a tramcar while in motion near the Murray Barracks. He was picked up by the Police in an unconscious condition. On inquiring this morning he ascertained that he had regained consciousness.

The children taking part in the "Blue Bird" performance had a pleasant little surprise after the "Kingdom of the Future" scene at the Matinee yesterday when each child was presented with a packet of Nestlé's Chocolate by the proprietors as a small memento of the good work they are doing in assisting to swell the Prince of Wales Fund by their taking part in the "Blue Bird" performance; and also as a memento of the pleasure they are giving to so many people by so doing.

Mr. Green, of the Afforestation Department, presented two Indians before Mr. Hazeldine at the Magistracy this morning with allowing 39 bullocks to stray and do damage to a Government plantation to the left of the Shatin Tunnel. Mr. Green said the Department had spent large sums of money, and considerable time in rearing plantations in the New Territory and wanted damages to be paid. The Indians were given a month to pay the fine, or the bullocks would be sold.

THE BLUE BIRD.

AN IMPRESSION OF THE CHILDREN'S DAY.

At last I have seen the "Blue Bird." For days the air has been blue with it, every nursery and every schoolroom in Hongkong, on the Peak and in Kowloon has been a twitter with little bird-like voices reminding parents to book seats and counting the days until the dawning of the eventful date. Weeks ago, one small girl said to me "Mother has promised me to go without me, and she won't allow me to go out at night, she won't see it at all if they do not have a matinee, so of course they must have one, considering it is a children's play, it is not." I have heard many people say that it is not a children's play and it will lead to endless and unanswerable questions, but I cannot agree with that verdict. The whole thing seems to me suitable to a child's mind.

The little ones may not be able to appreciate Macbeth's language, but then in an amateur production that really does not matter for as is usually the case, in amateur performances, and this was no exception to the rule, the language was in almost every instance inaudible.

The scenic effects were beautiful and the costumes especially those of the children, charming and well thought out. The few and the last and the sugar-provoked yells of laughter from the juvenile audience, who shouted their comments and criticisms at the top of their voices.

They were of course terribly bored by the dances and did not mind saying so, and with the proverbial childish philosophy they ignored what did not amuse them and passed the time by conversing loudly and asking questions about the parts which interested them. Once or twice they expressed the wish that those ladies would "go off" and let the children and the funny people come on again. One boy called out "I don't like that water, she is not right, she should come out of a tap."

On the whole they accepted the story as it was unfolded to them by Tyltyl and Mytyl and followed their adventures with breathless interest.

The symbols, poetry and mysticism of the play were neither, symbolical, poetical or mystical to them.

They have not learned to look at life through strong lenses; they see for their use or through the soft haze of wonder. Take the most beautiful scene in the play, "The Land of The Children." They always ask God to send them brothers or sisters therefore it seemed perfectly natural to them to see their future relations on this lovely between land, with a sailing boat and a boat man, waiting to convey them to their earthly home. I can still remember the tales of a little brother who used to enchant me, with his accounts of how well he remembered playing with me and the rest of us in "well land before any of us were born."

"What is that singing 'Mamma'?" answered "The Mother's welcome to the coming 'babies'."

"Ah! Mr. Macbeth, your ideal world is very beautiful and some day humanity may overcome all its ills of the flesh, as they have done in 'The Blue Bird' and then the Mothers may sing a heavenly song of praise while the boat with the new born babe approaches but in the meantime—" Well, bless the children, there was no pathos in the song for them."

So, also in the land of memory there was no need for a stretch of the childish imagination for the purpose of realising that the grand parents and little brothers were dead and yet could feed and live and kiss, and have chumification.

There is no death "is no incredible statement, no lip utterance, to children. Until we teach them to fear death and let them see our grief and mourning for the dead, they implicitly believe that any dear departed friend or animal lives in some other world in a like condition to our own."

Right through the play the little ones of whom the audience was chiefly composed enjoyed and applauded and directly it was over "Oh, it is finished, what a shame, it's come again to-morrow." "What genuine of all praise!"

From a grown up point of view, apart from the pleasure we had in watching the children they spoiled the effect of the play from the critical standpoint. By their incessant chattering. The Chinese members of the audience were also very noisy and the murmur of voices never ceased, so that it was almost impossible to catch the dialogue. One or two of the actors rose superior to all disadvantages and enunciated every word clearly and in a ringing carrying way, this was particularly noticeable in the cases of Mytyl, Tyltyl and Night.

The artistic production of the play made it difficult for one to realise that it was not the work of professionals, which was a little hard on the performers who as amateurs could not be expected to act up to the high standard.

The play was an ambitious one to attempt. I think everyone was surprised at its success; and unanimous in the opinion that nothing of the kind has ever been seen in Hongkong and that it would take a lot of leading anywhere. The children were excellent and delightful and what struck me most was

SPORTING.

HONGKONG FOOTBALL LEAGUE.

The newly formed committee of the Hongkong Association League met last evening and revised the rules and fixed up the list of League fixtures. Six teams have entered the second division.

HONGKONG CRICKET LEAGUE.

No Fixtures To Be Arranged.

The annual meeting of the Hongkong Cricket League was held at the Club pavilion last evening, Mr. R. E. O. Bird occupying the Chair in the absence of Mr. R. Hancock, the President, who was unavoidably absent.

The following club representatives were present: Messrs. F. Sutton and W. L. Wessner (Kowloon C.C.), R. J. Kennedy and T. E. Pearce (Hongkong C.C.), R. Bass (Craigswater), C. Sars and W. Hill (Civil Service), Inspector Withers (Police), Capt. Matthews (R.G.A.), (C. How Fan (Chinese I.C.C.), Wai Wing Lock and Chan Yai Kwong (University), with Mr. H. H. Taylor (Hon. Sec. and Treas.).

The eleventh annual report stated: Shield Competition. In accordance with the new rule (passed at the meeting on the 17th May, 1913) only seven teams were allowed to enter for this competition this year.

Hongkong Cricket Club, Craigswater, R.G.A., Civil Service, Kowloon Navy, and Army Staff and Department. The season was a very successful one from every point of view, and the Hongkong Cricket Club were again winners of the Shield, playing ten matches, nine of which were won and one drawn. A second division of the League, which was much discussed in previous years, was started during the season under review and proved a big success. Seven teams entered for this division viz.: Royal Engineers, Chinese Recreation Club, Civil Service (Second Eleven), Police, 88th Company R.G.A., Kowloon (Second Eleven) and Army Staff and Department (Second Eleven). The Royal Engineers, by winning 9 matches out of 12, secured premier place in this competition.

No trophy was presented to the winners, but a gold medal similar to that of the First Division was presented to each member of the winning team. A two days match was played on the 8th and 16th November between the Hongkong Cricket Club and a team drawn from the Rest of League. The match provided some good cricket and resulted in a draw after a close and exciting game, although victory may be claimed by the Hongkong Cricket Club on their lead of 110 runs in the first innings.

A second game was arranged to decide the lead of the season but finally had to be abandoned after two postponements on account of a weather. The Committee announced with regret the resignation on his departure for Home of Mr. W. D. Braidwood as Vice-President of the League. A letter was written to him on the 19th March just previous to his departure which probably having been a long time on behalf of the League, and the Committee desire to place on record the valuable services rendered by Mr. Braidwood. He was one of the promoters of the League, and ever since its inception had occupied the post of Vice-President and had spent no pains and time in furthering the interests of the League. The accounts show a debit balance of \$179.

The report and accounts were adopted on the motion of the Chairman, seconded by Inspector Withers.

The League table for the season was:—

FIRST DIVISION.				
	P.	W.	L.	D.
Hongkong Cricket Club	10	9	0	1
Craigswater	10	8	3	6
R.G.A.	10	4	4	2
Civil Service	10	4	4	2
Kowloon	10	3	6	3
Navy	10	2	6	2
Army Staff and Dept.	10	1	6	3

SECOND DIVISION.				
	P.	W.	L.	D.
Royal Engineers	12	0	1	9
Chinese Recreation Club	12	7	3	2
Civil Service	10	5	4	1
Police	10	5	4	1
88th Company	10	3	6	1
Kowloon	8	4	2	0
Army Staff and Dept.	8	1	7	0

Office bearers elected were:—President, Mr. R. Hancock; Vice-President, the Hon. Sec. and Treas. Mr. H. H. Taylor. The meeting decided, in view of the prevailing conditions and the little chance of securing a successful list of League fixtures, to abandon the League this year, and to arrange for friendly matches between the teams.

The absence of self-consciousness in the principal girls and boys. The short glimpse one has of Mrs. Dobie and Mr. Siegler in the last act, made one wish to have seen them in bigger parts.

The limitations of humanity in real life are so unsatisfactory, after the dreams and ideals and possibilities of "The Blue Bird." In the land of the "Blue Bird," Mrs. Dobie and Mr. Siegler would have arranged scenery, trained their troops and taken most of the grown up parts themselves; but in the land of reality they had to pull the strings to produce the fairyland; for the fairies, the elements and the leaves had to be satisfied to take the part of very nice but very bewildered parents at the end of a hard year's work.

Most of the children in the audience came away wondering why Mummy Tyltyl and Daddy Tyltyl were so stupid and un-believing when Tyltyl and Mytyl told them of their wonderful adventures. We dare not spoil their illusions or take off any spectacles to tell them that those stupid human parents were the magicians who worked the wonders of the day for them.

Since writing the above I learn that the part of the fairy was taken by Mrs. Somerville Dobie at a moment's notice.

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PRIZE COURT.

THE PRIZE SHIP "HANA-METAL."

Matters in connection with the ship Hana-metal (J. Hannig Master) which was captured by H.M.S. Triumph and conveyed from Wei-hai-wei to Hongkong by the Duc de Montpensier's Yacht Meckong, came before Mr. Justice Gompertz in the Prize Court this morning two claims were made. The owner, William Katz, claimed to be an American and that the ship was under the American flag, and another was made by the Yangtze Insurance Company. The Attorney-General (Hon. Mr. J. H. Kamp) represented the Crown, and Mr. Eldon Potter, instructed by Mr. W. K. L. Shenton of Messrs. Deacon, Looker, Deacon and Harrison, represented the two claimants.

Hon. Mr. Justice Gompertz, Master of the Hana-metal, who was conveyed to the Court by a Volunteer guard, was cross-examined upon his affidavit by the Attorney-General. He said he was a German subject, and that he took charge of the ship on August 3rd at Tientsin. He was ordered to the ship by the British, and he had the date before him then in a note made from the ship's log book, which was taken when the ship was captured. This private note, in a post box, was not official witness keeping it for reference in his cabin to save him going constantly to the bridge. There were two official logs, one kept by witness and the other by the chief engineer. He took over the ship from Capt. Lennox, who was as far as witness knew a British subject. At the same time the chief officer, second officer and chief engineer were changed. The former chief officer was an American and the second officer and chief engineer were British and they were replaced by Germans. The second engineer, Norwegian, was retained. Witness received his orders from Mr. Katz in Tientsin where he had agents. He sailed the day after the change of officers for Chefoo to Tientsin, and arrived there on the afternoon of August 10. Witness stayed at Chefoo that night and part of the next day, and sailed cargo arriving there on the 7th. On the voyage up a few Chinese coolie passengers were carried. There were no European passengers on board in addition to the officers. On both voyages the ship passed Wei-hai-wei, but none of the ships of the British squadron was sighted. On August 9 the Hana-metal sailed for Shanghai, again without cargo or passengers, and Mr. Katz arrived there a few days after witness. The Shanghai "seven or eight days after arrival there and then left again with cargo or passengers on the voyage on which she was captured. While at Shanghai a refrigerating machine, which had been stored away in the hold for some time, was discharged. Mr. Katz thinking that as the ship had been to Tientsin if it was captured it might be claimed as contraband and lead to the detention of the ship. No coal was taken on board, and it was not a fact that cargo and coal was taken on board. Witness charged again. Stores of paint were the only things taken on board. The ship had no cargo, so no was unloaded. Eventually witness received orders from Mr. Katz to proceed to Tientsin whence he would probably have to return a refugee. Witness received no further orders, and did not know for whom the refugees were to be carried or who was going to pay for the ship. On the night witness left the Yangtze he was stopped by the H.M.S. Glatton, and on the evening of the 12th day later by the Triumph, which was accompanied, as witness learned later, by the yacht Meckong.

What colours was the Triumph flying when you first saw it? British colours. Are you prepared to say that? Yes. Why do you hesitate so much then? Be careful. I could not see the colours at first, but when I made them out I saw they were British.

They looked like German colours, didn't they? Well something like it. Witness further said he could not tell at first whether the ship was British or Japanese. She was about two miles away when sighted at 6 in the evening.

You were anxious to know I suppose? I was interested because I was stopped by the Glatton, and allowed to go, as I thought there would be no trouble if it was a British ship. That was the only interest I had.

The warship was flying the signal "stop at once" witness continued. He had already altered his course, steering towards her, when he made this out. The Triumph fired a shot across his bows, and he stopped the engines.

You didn't discuss the probability of the warship being German, I suppose? No; because she had early in the day been flying the Union Jack, and he was not sure what was the signal for the ship to stop.

What was the Hana-metal on before you took her over? Shanghai to Vladivostok I think with cattle and general cargo.

Was she in the habit of running double voyages without cargo? Not before this time.

Referring to the log Capt. Hannig agreed that it was on August 5 that he took over the ship from Capt. Lennox, and the Attorney-General pointed out that this was a day after war was declared between England and Germany.

He added that most of the dates mentioned by the Captain were wrong.

Capt. Hannig said the dates in the log were correct. The dates given in his affidavit were chiefly given from memory, as he was not allowed to take his note book or anything else ashore.

It is not true that you altered your course towards the Triumph because she was flying the German flag? No. I altered the course towards the warship because I knew she was a foreign ship.

The Attorney-General said he had wished to cross-examine Capt. Lennox, but he had received insufficient notice from the other side and was still in Shanghai. Before dealing with points of law he wished to state the facts as he understood them, and he was to be inferred from the evidence.

SOCIAL AND PERSONAL.

Mr. W. E. Leveson, Secretary to the Municipal Council, has left Shanghai via Siberia on a short trip to England.

News has reached Yunnan of the death, in an action near Belfort, of Mr. Henri Lepissier, of the 18th Dragons, French Army, son of M. Lepissier, vice-consul for France at Yunnan.

Mr. J. R. King, the Assistant Superintendent of Police, is, we regret to learn, confined to Hospital with typhoid fever. The symptoms made their first appearance a fortnight ago. Mr. King's condition is satisfactory.

The Rev. Fr. Francisco Xavier Soares, Vicar of St. Lawrence, Macao, has celebrated his silver jubilee as priest in the Portuguese Colony. His parishioners presented him with a silver stand at the conclusion of the religious celebrations.

Mr. H. Cooper of the Shanghai-Nanking Railway is leaving for England this week and via Siberia, to volunteer for active service. Mr. Cooper was for several years a member of the Indian Reserve, mounted section. Good wishes will go with him for all prosperity.

Sir William Rees Davies, K.C., Chief Justice, arrived this morning by the P. and O. mail Oriental. We understand that Lady Rees Davies, who became seriously ill in England, is not yet strong enough to travel, but expects to sail in a few weeks' time.

have known what was happening at Wei-hai-wei just after the outbreak of war, and he suggested that the voyage of the Hana-metal was recommending voyages. Inferences of this kind had been drawn in prize cases by the Courts.

Mr. Potter thought this suggestion ought to have been put to Capt. Hannig. The suggestion had never entered his mind that it was going to be said that these voyages were scouting voyages, counsel added.

His Lordship said the point at issue had been put to the captain, and he thought he should be recalled. The Attorney-General signified his agreement. Continuing he said there was a similar voyage to Shanghai on the 9th. Then Capt. Hannig remained for nine days in port, on his own account doing nothing. That seemed a very extraordinary thing. It might have been that it was not useful for the captain to remain in Shanghai because he could obtain more information there than outside.

His Lordship: Is not that a point which ought to have been put to the witness? The Attorney-General: I did not put it to him, what was the point there, and he said he was doing nothing.

Mr. Potter: It should have been put to us, because it places us at a tremendous disadvantage now.

The Attorney-General went on to the point out that Capt. Hannig then set out for Tientsin to fetch refugees on the orders of Mr. Katz, where the latter got his orders he did not know. On the 21st he was met by the Triumph and Meckong, and the affidavit by the captain of the Triumph which was taken at that time, showed that the warship was flying no colours at all at first, that he noticed German colours, as he was fully entitled to do, and that the Hana-metal immediately altered her course towards the battleship.

That was very significant. His Lordship: The only question is the fact that the Hana-metal probably knew very well there was no German warship of that kind here.

Mr. Potter: He said so. She has only two funnels. The Attorney-General: Some German ships disguise themselves. Mr. Potter: Not by taking off funnels. The Attorney-General submitted that the fact that the Captain altered his course at that moment, German colours were hoisted, meant some explanation. His Lordship would see from the affidavit of one of the officers that when she left Shanghai the officer was informed and believed that permission had been given by the German Government for her to take from Tientsin as many passengers as desired to leave. So the ship was in communication with the German Government and had orders from them.

He submitted that the ship was liable to be condemned on four grounds. One was that the ship's papers were incomplete, the log of the chief officer, which the captain said was the official log, being missing.

His Lordship said he thought the Attorney-General was not proving that point. The Attorney-General: I am not, except that there was only one log, and the captain now says it is the official log does not purport on the face of it to be the official log at all.

It was agreed that this point should be put to the captain. The Attorney-General's second point was that the ship was on voyage undertaken to perform an un-neutral service, inasmuch as taking away refugees from a besieged place would assist the defence by reducing the number of mouths to feed, and the presence on the ship of the authorities was a hindrance.

His Lordship: I suppose there was a railway running from Tientsin at the time, and they could have gone out by rail? Mr. Potter: There was.

His Lordship: There was no objection to that. I don't know the policy of the Allies at that time, but I rather think that many people were allowed to leave.

The Attorney-General submitted that they would not be justified in taking away refugees without leave from the powers to whom they were bound. He further contended that the ship was on the enemy's service, and under control of the enemy; that the ship should be condemned, and that in any case no cargo and damage should be awarded the claimants. But that on the other hand, cargo and expenses should be allowed the Crown.

He was not in possession of the full facts, but he believed an attempt had been made to get the case on earlier. Mr. Potter said that there was an suggestion that the ship should be let out on bail, but they were waiting for bail to be submitted to his Lordship.

The Attorney-General submitted that His Lordship had no power to inquire into the claim of the mortgagee (the Yangtze Insurance Company) and that the ship was, on the claimant of the Crown if the ship was condemned.

The case was adjourned till Tuesday morning.

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S.S. KOREA	Tuesday	22nd Dec.	1 p.m.
S.S. SIBERIA	Tuesday	29th Dec.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moret, the world-famous chef. Large staterooms, equipped with electric fans and running water. Berths covered with electric heating lamps. Numerous amusements—all water activities, including orchestras, deck games, dances, etc.—not a dull moment throughout the trip. The safety and comfort of Pacific Mail First Class.

For further information, rates, literature, etc., apply to R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 141

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed
NIPPON MARU	11,000-15 knots	From Kobe, 1st Dec.
SHINYO MARU	12,000-11 knots	From Hongkong, 8 Dec.
TOHIYO MARU	12,000-11 knots	From Hongkong, 5 Jan.
TENYO MARU	12,000-11 knots	From Hongkong, 26 Jan.

Steamers via Shanghai will be despatched at NOON.

First Class to London	£71.10.	Return (8 months)	£120.
First Class to New York	£80.		£86-10.
" " San Francisco	£45.		£88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

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Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Tons & Speed	Sailing
ANYO MARU	18,500-15 knots		

For full particulars as to Passage and Freight apply to O. WURU, Acting Agent.

Telephone 291.1 KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE SUBJECT TO MODIFICATION

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	November 29th	December 23rd
ALDENHAM	January 2nd	January 26th

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are on board. For further particulars, apply to GIBB, LIVINGSTON & CO, Agents.

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From THE CHINA MAIL Office

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	To SAIL
HONGHAI, PAHOI & HAIPHONG	SUNSHINE	Nov. 21, at 11 a.m.
WUHAIR & TIENSIN	CHICHO	Nov. 21, at Noon
SHANGHAI	CHICHO	Nov. 22, Daylight
MANILA, CEBU & ILOILO	TRAN	Nov. 24, at 4 p.m.
SHANGHAI	ANHUI	Nov. 24, at 4 p.m.
MANILA, CEBU & ILOILO	CHINCHU	Dec. 1, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'MANUI'

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tan'. Excellent Saloon accommodation, amusements. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tan'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chen' and the s.s. 'Kanchow', 'Lachow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	To SAIL
MANILA	LOONGSANG, SATURDAY	Nov. 21, at 3 p.m.
TIENSIN, via SHANGHAI	LYNCHING, SUNDAY	Nov. 22, Daylight
SHANGHAI	WOSANG, TUESDAY	Nov. 24, at Noon
SHANGHAI	YUSANG, TUESDAY	Nov. 24, at Noon
SHANGHAI, MOJI	KOBE & YOKOHAMA, YATSHING, THURSDAY	Nov. 26, Daylight
SANDAN	MAUSANG, FRIDAY	Nov. 27, at 3 p.m.
SHANGHAI, MOJI & KOBÉ	YUENSANG, SATURDAY	Nov. 28, Daylight
MANILA	YUENSANG, SATURDAY	Nov. 28, at 3 p.m.
SINGAPORE, PENANG & FOOKEANG	SATURDAY	Nov. 28, at 3 p.m.
SANDAN	HIVSANG, WEDNESDAY	Dec. 2, at Noon

RETURN TOURS TO JAPAN. The steamers Kungang, Nansang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatshing, Kungang, and Fookang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtao.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simpor, Tawao, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON & HULL	MERIONTHSHIRE	20th December
LONDON	RAIDNORSHIRE	19th January

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND via HONOLULU	GLENROTH	28th November
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	GLENHIRE	6th January

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215, 216, 217, 218, 219.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

QALOUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to DAVID BARBOON & CO., LTD., AGENTS.

Telephone No. 215.

SHIPPING



STEAM FOR STRAITS, OCEAN, AUSTRALIA, COLUMBO, EGYPT, MADRIN, RANIAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NUBIA, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on FRIDAY, the 21st November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Agency from Colombo, Penang, Singapore, Malacca, and other ports. Suez and Valparaiso, and then to Europe for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. 'Persia' due in London on 1st January, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Nov. 6, 1914.

THE AMERICAN & MANOHURIAN (WESTWARD) LINE.

(Elliott & Bucknall Steamship Co., Ltd.)

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

(With liberty to call at Malabar Coast.)

THE Steamship CITY OF BRISTOL.

Captain Henderson will be despatched as above on FRIDAY, the 11th December.

For Freight etc. apply to THE BANK LINE, LIMITED.

General Agents.

Hongkong, Nov. 13, 1914.

AGENTS.

LONDON.—F. ALGAR, 11 & 13 Clement's Lane, Lombard Street, E.C. 3. T. M. BROWN & CO., Ltd., 105 Queen's Road, Victoria Street, CLARENCE, Box & FINE, 55 Gracechurch Street, E.C. 4. STEWART & CO., Ltd., 30 Cornhill, London & Genoa, 15 Broad Street, E.C. 4. ROBERTSON & CO., Ltd., 100 East Street, C. M. M. & CO., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

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Typhoon Guide

PRICE

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TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	STEAMERS to COLUMBO	Leave SINGAPORE	Leave HONG-KONG	Connecting Steamers from COLUMBO to MANCHESTER and LONDON	Due at MANCHESTER	Due at PLYMOUTH (London 1 day later)
Leave YOKOHAMA						
P.M. Thurs.		P.M. Thurs.	noon		Friday	Thursday
Nov. 9	NUBIA	Nov. 18	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 3	SMONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOOREA	Jan. 29	Feb. 4
	ARCADIA	Jan. 15	Jan. 16	MALOJA	Feb. 18	Feb. 19

